COOLIDGE
MUNICIPAL AIRPORT

Chapter One
INVENTORY

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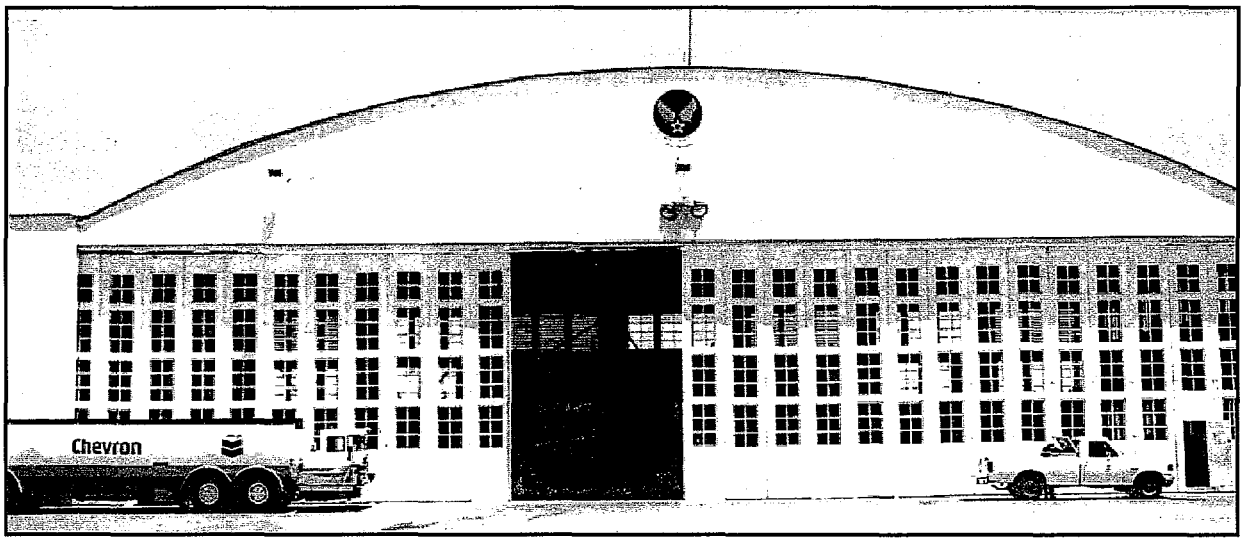
INVENTORY

COOLIDGE MUNICIPAL AIRPORT



The initial step in the preparation of the airport master plan update for the Coolidge Municipal Airport is the collection and analysis of information pertaining to the airport and the area the airport serves. This includes an inventory of existing airport facilities, area airspace, and air traffic control. In addition, background information regarding the City of Coolidge and the regional area (Pinal County) is collected and analyzed. This includes descriptions of the airport's setting, role in the regional and national aviation systems, regional climate, surface transportation, and local and regional socioeconomic profile.

The information outlined in this chapter provides a foundation, or starting point, for all subsequent chapters. Therefore, it is essential that a complete and accurate inventory is conducted since the findings and assumptions made in this plan are dependent on information collected. This information was obtained through on-site inspections of the airport, interviews with City staff and airport tenants, and information provided by the Arizona Department of Transportation, Aeronautics Division.

AIRPORT SETTING

The City of Coolidge and the Coolidge Municipal Airport are located in the central portion of Pinal County, Arizona. Pinal County is located in the south-central portion of Arizona and has two distinct economic and geographic regions. The eastern portion of the county is characterized by mountains, with elevations rising to 6,000 feet, and copper mining. The western portion of the county is principally low desert valleys and irrigated cropland.

Situated in what is referred to as the Casa Grande Valley, Pinal County is located midway between the major metropolitan areas of Phoenix and Tucson. Phoenix is approximately 50 statute miles to the north while Tucson is approximately 60 statute miles to the south. Interstate Highways 10 and 8 converge in central Pinal County. Interstate Highway 10 is a major east-west highway extending between Jacksonville, Florida and Los Angeles, California linking major U.S. cities from coast to coast. Interstate Highway 8 originates in central Pinal County and extends to San Diego, California.

The Coolidge Municipal Airport is located approximately six miles southeast of the City of Coolidge, and encompasses approximately 1,268 acres of land. The City leases a 40-acre tract of land north of Runway 5-23 from the Bureau of Land Management to accommodate septic leach lines. The City also leases a 5-acre tract of land from the State of Arizona southeast of the Runway 35 threshold to accommodate septic leach lines, a portion of an abandoned runway, and the South Hangar building. The airport is completely surrounded by undeveloped land used for crop production and cattle grazing. The Central Arizona Project canal borders the airport to the east and west. The location of the airport in its regional and national setting is depicted on **Exhibit 1A.**

AIRPORT HISTORY

The Coolidge Municipal Airport was originally constructed in the early 1940's by the U.S. Department of the Army. Originally constructed as an air transport command base, Coolidge Army Airfield served as an auxiliary operating base for Williams Field during World War II. The original airfield was constructed with three runways in a triangular configuration. Of these three runways, two remain: Runway 17-35 and Runway 5-23. Numerous support facilities were constructed, of which a 120-foot by 80-foot hangar still remains. On January 19, 1950 the airfield was transferred to Pinal County since the airfield was no longer needed by the U.S. Department of the Army. Pinal County owned and operated the airport until 1959 when the City of Coolidge obtained ownership of the airport. On March 2, 1959 the airport was officially transferred from Pinal County ownership to the City of Coolidge.

From 1962 until July 1992, operations at the airport were dominated by training activities of T-37 jet aircraft based at Williams Air Force Base. The Air Force had a lease agreement with the City of Coolidge for four parcels of land and joint use of the main runways and taxiways in return for the continued maintenance and upkeep of the main runway and taxiway. In addition, they constructed several facilities along the runway and apron to support their operations. The Air Force lease was terminated in July 1992 and training operations at the airport ceased in June 1992. Williams Air Force Base was closed in late 1993.

In 1986, Data Sales entered into a lease with the City of Coolidge for a four acre plot of land east of the large aircraft hangar (along A Boulevard) for the development of a warehouse facility. Data Sales still occupies the original facility and has expanded their operation to include three additional

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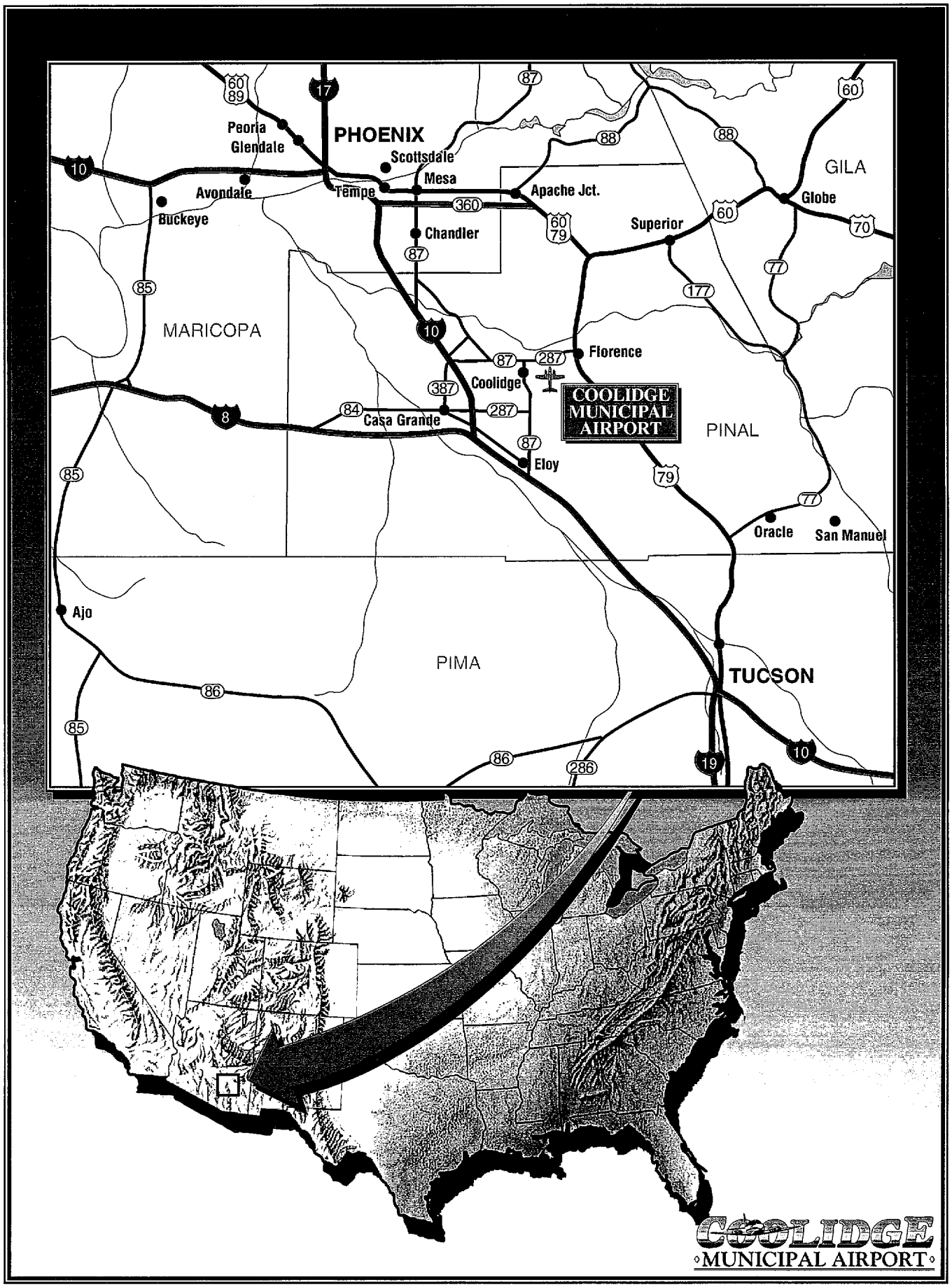

Exhibit 1A
LOCATION MAP

warehouse facilities totaling approximately 116,000 square feet.

AIRPORT ADMINISTRATION

The airport is owned and operated by the City of Coolidge. The City Manager is responsible for the day-to-day administration and operation of the airport while a five member Airport Advisory Commission consisting of city residents provides oversight and general guidance to the City in the operation of the airport.

AIRPORT SYSTEM PLANNING

Airport planning exists on many levels: local, regional, state, and national. Each level has a different emphasis and purpose. The airport is included in both state and national system planning. At the national level, the airport is included in the *National Plan of Integrated Airport Systems* (*NPIAS*). The *NPIAS* includes a total of 3,660 airports (both existing and proposed) which are important to national air transportation. The airport is one of forty-four general aviation airports in Arizona (both existing and proposed) included in the *NPIAS*. The *NPIAS* includes estimates on the total development needs of the nation's airports which are eligible for federal funding assistance. At the state level, the airport is included in the *Arizona State Aviation Needs Study*. The purpose of the *Arizona State Aviation Needs Study* is to provide policy guidelines that promote and maintain a safe aviation system in the state and an assessment of the state's airports capital improvement needs. The state of Arizona Aviation System Plan includes 110 airports.

CLIMATE

Weather conditions play an important role in the planning and development of an airport. Temperature is an important factor in determining runway length. Wind speed and direction determine the optimum runway orientation, while the percent of time that visibility is impaired due to cloud cover determines the need for navigational aids and lighting.

The regional climate is characterized by its dry climate. On average, the sun shines 86 percent of the time. The normal daily maximum temperature ranges from 65 degrees in January to 105 degrees in July. The average daily high is 85 degrees. The normal daily minimum temperature ranges from 41 degrees in January to 81 degrees in July. The average daily low temperature is 59 degrees. On average, the area receives seven inches of precipitation per year.

AIRPORT FACILITIES

Airport facilities can be classified into two broad categories: airside and landside. The airside category includes those facilities directly associated with aircraft operations. The landside category includes the facilities necessary to provide the transition from surface to air transportation as well as support facilities necessary for the safe operation of the airport.

AIRSIDE FACILITIES

Airside facilities include runways, taxiways, and airport lighting. Within the discussion of airfield facilities is a presentation of the navigational and landing aids serving the airport as well as area airspace and air traffic control. A depiction of the airside facilities at the airport is provided on the aerial photograph on **Exhibit 1B**. **Table 1A** summarizes airside facility data for the airport.

TABLE 1A
Airside Facilities Data
Coolidge Municipal Airport

	Runway	
	5-23	17-35
Runway Length (feet)	5,550	3,740
Runway Width (feet)	150	75
Runway Surface Material	Asphalt	Asphalt
Runway Load Bearing Strength		
Single Wheel (lbs.)	80,000	17,000
Dual Wheel (lbs.)	115,000	N/A
Dual Tandem Wheel (lbs.)	210,000	N/A
Runway Markings	Visual	Visual
Runway and Taxiway Lighting	Medium Intensity [1]	None
Approach Aids		
Approach Slope Indicators	VASI (5 and 23) [2]	None

Sources: FAA Form 5010, May 27, 1994; Airport/Facility Directory, SW Edition, June 20, 1996
[1] Taxiways 4 and 6 only
[2] Currently Inoperable

Runways

Two runways are available for use at the airport: Runway 5-23 and Runway 17-35. Runway 5-23 is 5,550 feet long, 150 feet wide, constructed of asphalt, and oriented in a northeast-southwest direction. Runway 5-23 can support aircraft weighing 80,000 pounds in a single wheel configuration and 115,000 pounds in a dual wheel configuration. The Runway 5 threshold is displaced 50-feet. The Runway 23 threshold is displaced 35 feet. Runway 17-35 is oriented in a north-south direction and measures 3,740 feet long and 75 feet wide. Runway 17-35 is constructed of asphalt and can support aircraft weighing up to 17,000 pounds in a single wheel configuration.

Taxiways

The taxiway system for the airport is identified on **Exhibit 1B**. Taxiway 1 lies parallel to Runway 17-35 and is located 525 feet east of the runway. An 800-foot portion of Taxiway 1 between Taxiways 3 and 4 is closed due

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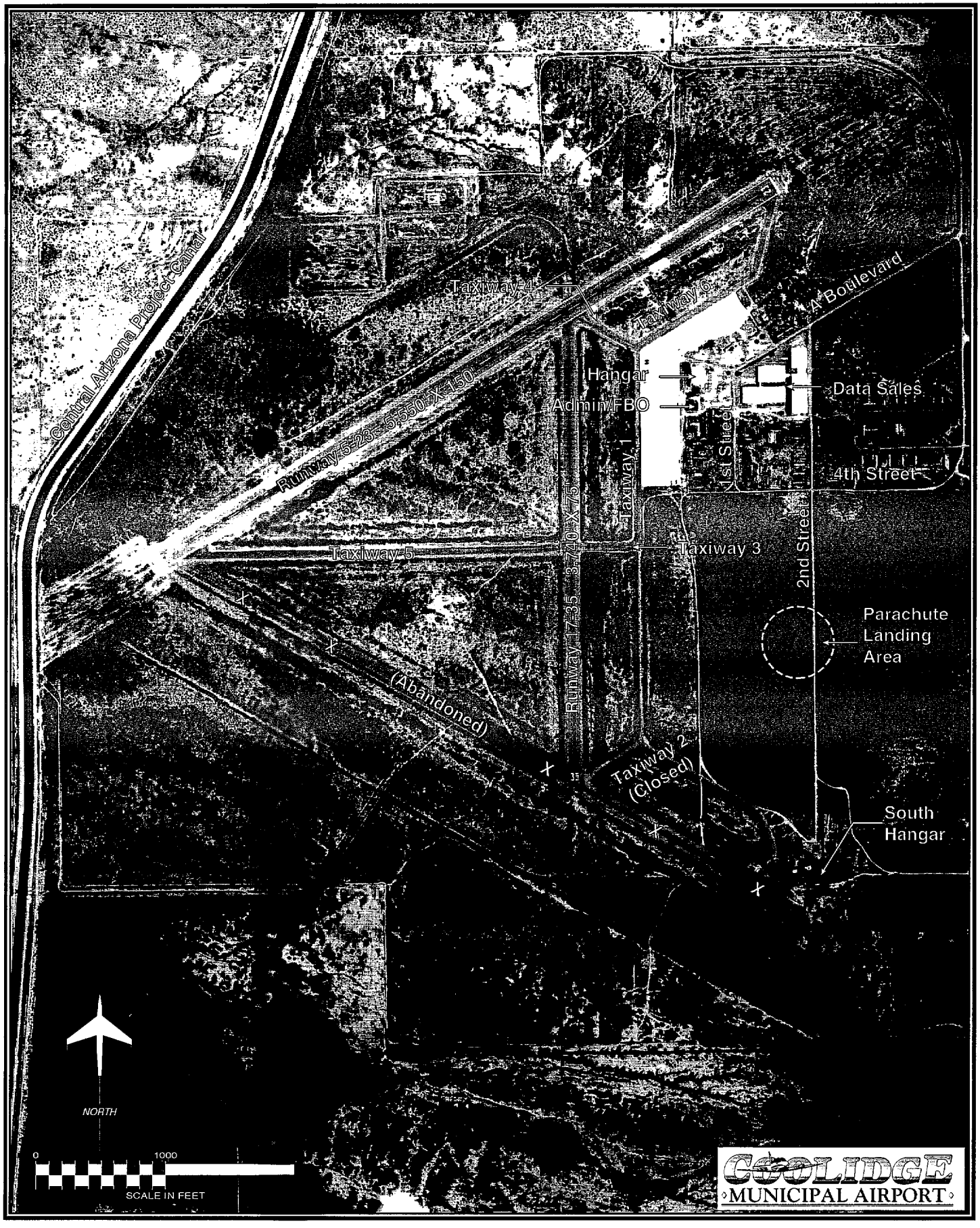

Exhibit 1B
EXISTING AIRPORT FACILITIES

to deteriorated pavement. Taxiway 1 is also closed due to deteriorated pavement from Taxiway 3 south to Taxiway 2. Taxiway 2 is closed due to deteriorated pavement as well. Taxiway 3 is located at the midpoint of Runway 17-35 and extends between Taxiway 1 and Runway 17-35. Taxiway 5 extends westerly from the point where Taxiway 3 intersects with Runway 17-35 to the Runway 5 end. Taxiway 4 extends between the apron and the intersection of Runways 17-35 and 5-23. Taxiway 6 provides access to the Runway 23 end with a portion of the taxiway extending along the north portion of the apron. Each taxiway at the airport is 50 feet wide.

Airfield Lighting

Airport lighting systems extend an airport's usefulness into periods of darkness and/or poor visibility. Several lighting systems are installed at the airport for this purpose. These lighting systems, categorized by function, are described below.

Identification Lighting: The location of the airport at night is universally indicated by the rotating beacon. A rotating beacon displays flashes of white and green light to identify the airport. The rotating beacon at the airport is located atop the large aircraft storage hangar.

Runway and Taxiway Lighting: Runway and taxiway lighting utilizes light fixtures placed near the pavement edge to define the lateral limits of the runway or taxiway. This lighting is essential for safe operations during night and/or times of poor visibility in order to maintain safe and efficient access to and from the runway and aircraft parking areas. Pavement edge lighting is provided along Runway 5-23 and Taxiways 4 and 6. The remaining taxiways are marked with delineators.

Approach Lighting: The specific type of approach lighting system utilized at the airport is the Visual Approach Slope Indicator (VASI). The VASI consists of a system of lights placed near the runway end which when interpreted by the pilot gives him or her an indication of being above, below, or currently positioned on the designed descent path to the runway end. VASI's are installed on the Runway 5 and 23 ends. These systems are currently inoperable.

Pavement Markings

Pavement markings aid in the movement of aircraft along airport surfaces. The Runway 5-23 visual markings identify the runway centerline, touchdown zone, designation, aircraft holding positions, and pavement edge. Runway 17-35 is equipped with markings that identify the runway centerline, designation, and aircraft holding positions. Taxiway and apron taxilane centerline markings are also provided to assist aircraft using these airport surfaces.

Navigational Aids

Navigational aids are electronic devices that transmit radio frequencies which properly equipped aircraft and pilots translate into point-to-point guidance and position information. Three types of electronic navigational aids are available for aircraft enroute to the

airport - the Very High Frequency Omnidirectional Range (VOR) facility, Loran-C, and Global Positioning System (GPS).

The VOR, in general, provides azimuth readings to pilots of properly equipped aircraft by transmitting a radio signal at every degree to provide 360 individual navigational courses. Frequently, distance measuring equipment (DME) is combined with a VOR facility to provide distance as well as direction information to the pilot. In addition, military TACAN and civil VOR's are commonly combined to form a VORTAC. A VORTAC provides distance and direction information to civil and military pilots. Pilots flying to or from the airport can utilize the Stanfield VORTAC located 25 miles west of the airport. **Exhibit 1C**, a map of the regional airspace system, depicts the location of the Stanfield VORTAC.

Loran-C is a ground-based enroute navigational aid which utilizes a system of transmitters located in various locations across the continental United States. LORAN-C varies from the VOR as pilots and aircraft are not required to navigate using a specific facility (with the VOR pilots must navigate to and from a specific VOR facility). With properly equipped aircraft, pilots using Loran-C can directly navigate to any airport in the United States.

GPS is an additional enroute navigational aid for pilots enroute to the airport. GPS was initially developed by the United States Department of Defense for military navigation around the world. Increasingly, over the last few years, GPS has been utilized more in civilian aircraft. GPS uses satellites placed in a fixed orbit around the globe to transmit electronic signals which properly equipped aircraft use to determine altitude, speed, and navigational information. GPS is similar is to Loran-C as pilots do not have to navigate to or from a specific navigational facility. GPS provides the greatest level of accuracy of all enroute navigational aids.

The FAA is proceeding with a program to gradually replace all traditional enroute navigational aids with GPS over the next decade. The FAA phase-out schedule for traditional navigational aids is as follows: instrument landing systems (ILS) by the year 2010, VOR's between 2005 and 2010, nondirectional beacons (NDB's) between 2000 and 2005, and the LORAN-C by the year 2000.

Instrument Approach Procedures

Instrument approach procedures are a series of predetermined maneuvers established by the FAA using electronic navigational aids that aid pilots in locating an airport during low visibility and cloud ceiling conditions.

The FAA has recently established two instrument approach procedures for Coolidge Municipal Airport. Prior to October 10, 1996, when these instrument approach procedures were published by the FAA, Coolidge Municipal Airport did not have instrument approach procedures. The instrument approach procedures include a VOR/DME approach to Runway 5 and GPS approach to Runway 23. Each instrument approach

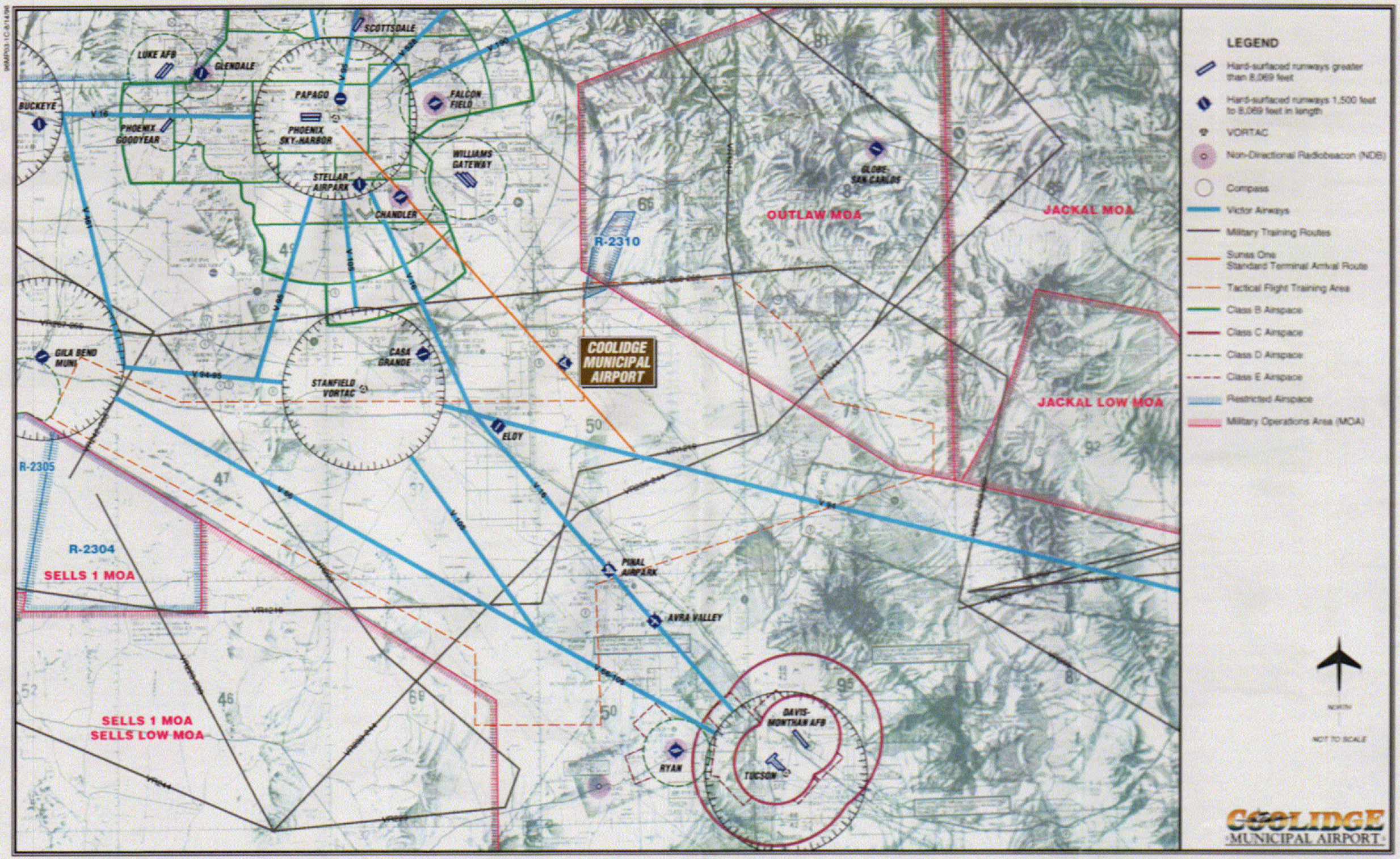

Exhibit 1C
REGIONAL AIRSPACE

procedure is limited to aircraft with approach speeds less than 120 knots.

The VOR/DME approach to Runway 5 enables pilots to locate and land at the airport when cloud ceilings are as low as 452 feet above the ground and the visibility is reduced to one mile for aircraft with approach speeds less than 90 knots. For aircraft with approach speeds above 90 knots (but less than 120 knots), the visibility minimums for the Runway 5 VOR/DME approach are increased to one and one-quarter miles. The GPS approach to Runway 23 provides for landings when the cloud ceilings are as low as 486 feet above the ground and visibility is restricted to one mile.

Area Airspace

Exhibit 1C depicts the airspace in the vicinity of the airport. Airspace in the vicinity of the airport is impacted by the number of military operations in the vicinity of the airport and arrivals to the Phoenix Sky Harbor International Airport.

Northeast and southwest of the airport are large areas of special-use airspace designated as Military Operations Area (MOA's). MOA's are specifically designed to separate military and civilian aircraft. The outer limits of the Outlaw MOA is located approximately 10 nautical miles northeast of the Coolidge Municipal Airport. Military operations within the Outlaw MOA are normally conducted between 7:00 a.m. and 8:00 p.m. Monday through Friday between 3,000 and 8,000 feet above the ground. The Outlaw MOA also operates intermittently on weekends and between 8:00 p.m. and 10:00 p.m Monday through Friday. The outer limits of the Sells 1 MOA and Sells Low MOA are located approximately 40 miles southwest of the Coolidge Municipal Airport. Military operations within the Sells 1 MOA are conducted between 7:00 a.m. and 7:00 p.m. Monday through Friday at altitudes above 10,000 feet. Military operations within the Sells Low MOA are normally conducted between 6:00 a.m. and 7:00 p.m. Monday through Friday at 3,000 feet above the ground.

An area of restricted airspace is located 10 miles northeast of the airport. Restricted areas R-2310 A, B, and C operate intermittently and at altitudes between 10,000 and 35,000 feet. South of the airport are Military Training Routes VR 1219 and VR 239-244. Military jets travel on these routes at altitudes above 10,000 feet and at speeds in excess of 250 knots.

The tactical flight training area associated with the Western Army National Guard Aviation Training Site Facility (located adjacent to Pinal Airpark) is depicted on **Exhibit 1C.** The tactical flight training area is an area designated for conducting helicopter flight training operations. Approximately one-third of all training operations are centered at Picacho Peak Stagefield located 13 miles north of the Western Army National Guard Aviation Training Site Facility. The tactical flight training area is not depicted on civil aviation maps and does not restrict civil aviation operations in the area. As shown, the tactical flight training area is located to the south and east of the airport.

For aircraft enroute to Phoenix Sky Harbor International Airport from the southeast, a new Standard Terminal Arrival Procedure (STAR) has been established. The Sunss One Arrival is illustrated on **Exhibit 1C**. As shown, the Sunss One Arrival crosses the airport to the north. Aircraft enroute to Phoenix Sky Harbor International Airport are descending from their enroute altitude and must cross a point 10 miles north of the airport at 10,000 feet for turboprops and 11,000 feet for turbojet aircraft. This arrival procedure may interfere with parachute operations conducted at or above 10,000 feet to the Coolidge Municipal Airport.

Area Airports

In addition to Coolidge Municipal Airport, there are three public-use airports serving central Pinal County: Casa Grande Municipal Airport, Eloy Municipal Airport, and Pinal Airpark.

Casa Grande Municipal Airport is located approximately eighteen nautical miles west of Coolidge Municipal Airport. One runway, Runway 5-23, is available for use. Runway 5-23 is 5,200 feet long, 100 feet wide, constructed of asphalt, and is equipped with medium intensity runway lighting. A medium intensity approach lighting system with runway alignment lighting (MALSR) is installed to the Runway 5 end. VASI's are installed to both the Runway 5 and 23 ends. An instrument landing system (ILS) and VOR instrument approach are available to Runway 5. The *1995 Arizona State Aviation Needs Study* indicated that there were 44 based aircraft and approximately 87,000 operations at the Casa Grande Municipal Airport in 1995.

Eloy Municipal Airport is located approximately twelve miles southwest of the Coolidge Municipal Airport. One runway, Runway 2-20, is available for use. Runway 2-20 is 3,900 feet long, 60 feet wide, constructed of asphalt, and equipped with medium intensity runway lighting. An omnidirectional approach lighting system is installed to each runway end. Each ODALS is temporally out of service. The *1995 Arizona State Aviation Needs Study* indicated that there were 41 based aircraft and approximately 25,000 operations at Eloy Municipal Airport in 1995. Extensive parachute jumping is conducted at Eloy Municipal Airport.

Pinal Airpark is located approximately 27 nautical miles south of the Coolidge Municipal Airport near Marana, Arizona. One runway, Runway 12-30, is available for use. Runway 12-30 is 6,860 feet long, 150 feet wide, constructed of asphalt, and is equipped with medium intensity runway lighting. The *1995 Arizona State Aviation Needs Study* indicated that there were 22 based aircraft at Pinal Airpark in 1995. The Silver Bell Army Heliport and Western Army National Guard Aviation Training Site Facility are located adjacent to the north end of Pinal Airpark. Pinal Airpark is used extensively for military helicopter training operations.

LANDSIDE FACILITIES

Landside facilities include the terminal building, aircraft storage hangars, aircraft parking apron, and fuel

facilities. Landside facilities at the airport are depicted in the aerial photograph on **Exhibit 1B.**

Aircraft Parking Apron

A 50,000 square yard concrete apron is available for aircraft movement and tiedown at the airport. There are approximately forty aircraft tiedowns located on the apron. Although pavement edge lighting is not provided along the apron, the apron is equipped with street-lamp style lighting fixtures placed along the eastern edge of the apron.

Aircraft Storage Facilities

There is one aircraft storage facility located on the airport. A 12,268 square foot hangar is located along A Street facing Runway 17-35. This hangar is original to the airport and offers area for aircraft storage and maintenance. The hangar includes 1,952 square feet of office space and provides the only public restroom facilities at the airport. This building is leased by Brunetto Flying Service.

Other Facilities

A 3,264 square-foot administration/ FBO building, leased by Brunetto Flying Service, is located south of the aircraft storage hangar along the aircraft parking apron. Located on the apron, south of the administration/FBO building, are two portable military-type barracks owned by Brunetto Flying Service. Data Sales occupies four warehouse facilities totaling approximately 123,000 square feet along A Boulevard, east of the large aircraft storage hangar.

Parachute Landing Area

A parachute landing area has been designated in a vacant area south of the aircraft parking apron and east of Runway 17-35. The parachute landing area has a 300-foot radius and is located 1,200 feet east of Taxiway 1 and 1,200 feet south of 4th Street which connects with the southern portion of the aircraft parking apron. (The City of Coolidge is currently negotiating with a skydiving club to establish a skydiving operation at the airport.) A 5,200 square-foot building (referred to as the South Hangar), located approximately 1,900 feet southeast of the Runway 35 threshold, is owned by the City of Coolidge and designed for use in skydiving activities.

Fuel Storage

Two 10,000 gallon underground storage tanks are located along the apron east of the terminal building. This location provides stationary fuel dispensing. Mobile fuel trucks also provide fuel dispensing capability.

Utilities

Electric, water, and sanitary sewer services are available at the airport. Natural Gas, however, is not available at the airport. Electric service is provided by the Bureau of Indian Affairs. The water system at the airport consists of two wells located on the eastern edge of the airport with the capacity to provide 1,600 gallons of

water per minute. The sanitary sewer system is original to the airport and consists of one main 15-inch sewer line that empties into a septic tank.

LOCAL AND REGIONAL SOCIOECONOMIC PROFILE

For an airport master plan, socioeconomic characteristics are collected and examined to derive an understanding of the dynamics of growth in the local and regional area. Socioeconomic factors which have an impact on aviation demand and can be used to correlate local trends to future aviation demand include: population, income, and employment. Historical and forecast population, income, and employment data for the City of Coolidge, Pinal County, and the State of Arizona was obtained from the U.S. Department of Commerce, Regional Economic Information System, and Arizona Department of Economic Security for use in this study.

POPULATION

Historic population estimates for the City of Coolidge, Pinal County, and the State of Arizona for the period from 1991 to 1995 are summarized in **Table 1B**. The population in the City of Coolidge has shown slight growth since 1991, growing by 80 persons over the period from 1991 to 1995 (a 0.3 percent annual growth rate). For Pinal County, population has steadily grown from 119,650 in 1991 to 139,050 in 1995 (a 3.8 percent annual growth rate). The population for the State of Arizona grew by more than 2 million persons over the same period, a average annual growth rate of 2.9 percent.

TABLE 1B
Historic Population
City of Coolidge, Pinal County, State of Arizona

	1991	1992	1993	1994	1995	Avg. Annual Growth Rate
City of Coolidge	6,975	7,020	7,025	7,035	7,055	0.3%
Pinal County	119,650	122,600	127,225	132,225	139,050	3.8%
State of Arizona	3,767,000	3,858,825	3,958,875	4,071,650	4,228,900	2.9%

Source: Arizona Department of Economic Security; U.S. Department of Commerce

PER CAPITA PERSONAL INCOME

A comparison of historic per capita personal income (PCPI) for Pinal County and the State of Arizona is summarized in **Table 1C**. PCPI in Pinal County has grown from $3,058 in 1970 to $14,235 in 1994, an average annual growth rate of 4.9 percent. PCPI in the State of Arizona has grown from $3,777 in 1970 to $19,147 in 1994, an average annual growth rate of 5.4 percent. The Pinal County 1994 PCPI ranked tenth in the state and was 74.3 percent of the state average PCPI.

TABLE 1C
Per Capita Personal Income
Pinal County, State of Arizona

	1970	1975	1980	1985	1990	1994	Avg. Annual Growth Rate
Pinal County	$3,058	$4,542	$7,474	$9,215	$11,753	$14,235	6.6%
State of Arizona	$3,777	$5,397	$9,272	$13,220	$16,225	$19,147	7.0%

Source: U.S. Department of Commerce

EMPLOYMENT

Historic population by industry for Pinal County is summarized in **Table 1D.** Total employment has grown from 25,851 in 1970 (37.1 percent of population) to 47,515 in 1994 (37.5 percent of population). This comparison illustrates the strong agricultural and mining employment base in Pinal County as well as the overall decline in these industries over the past 25 years. Total farm employment has declined by 411 since 1970, an average annual decline of 0.5 percent. Total mining employment has declined by 2,553 since 1970, an average annual decline of 2.2 percent. This comparison also illustrates the gradual transition from an agricultural and mining employment base within the county to a growing manufacturing and services oriented employment base within the county. Total manufacturing employment has grown from 1,481 in 1970 to 4,490 in 1994, an average annual growth rate of 4.7 percent. Total employment within the services sector has grown from 2,780 in 1970 to 8,956 in 1994, an annual growth of 5.0 percent. The strongest growth industry is wholesale trade which has grown at an average annual rate of 7.1 percent from 213 in 1970 to 1,774 in 1994. Local, county, state, and federal governments remain as the largest employers in the county representing 28.8 percent of total employment.

OTHER ISSUES

The City is currently in the process of resolving a compliance issue with the Federal Aviation Administration (FAA). The FAA is investigating an allegation that the City in noncompliance with Federal Airport Improvement Program Fund grant assurances as the result of a City ordinance which restricted the use of the airport for skydiving activities, charging unfair and uneven fees, and maintaining the airport as an exclusive use facility. The City has rescinded the ordinance which restricted skydiving activities at the airport and has established a new parachute landing area east of Runway 17-35. A separate Rates and Fees analysis is being conducted as part of this master plan study to aid the City in establishing similar lease rates at the airport. While this master plan may help address some of the compliance issues, it may not resolve all the issues entirely.

TABLE 1D
Historic Total Employment by Industry
Pinal County

	1970	1975	1980	1985	1990	1994	Avg. Annual Growth Rate
Total Employment	25,851	31,388	31,785	33,492	41,423	47,515	2.6%
Farm	3,839	3,695	3,143	2,959	3,492	3,428	-0.5%
Mining	6,086	8,214	6,197	3,422	4,081	3,533	-2.2%
Construction	2,114	1,007	784	1,554	1,369	1,943	-0.4%
Manufacturing	1,481	2,483	2,714	3,088	3,683	4,490	4.7%
Transportation and Public Utilities	583	752	973	1,137	1,521	986	2.2%
Wholesale Trade	213	671	598	589	829	1,105	7.1%
Retail Trade	3,065	3,658	4,062	5,064	6,135	7,600	3.9%
F.I.R.E.	677	1,001	1,391	1,624	1,880	1,774	4.1%
Services	2,780	3,252	4,139	5,258	7,195	8,956	5.0%
Government	5,013	6,655	7,784	8,797	11,238	13,700	4.3%

Source: U.S. Department of Commerce
F.I.R.E - Finance, Insurance, and Real Estate

SUMMARY

The information discussed on the previous pages provides a foundation upon which the remaining elements of the master planning process will be constructed. This information will provide guidance when an evaluation of the airport's facilities is undertaken (in Chapter 3) to determine the ability of the airport to accommodate the projections of aviation demand (in Chapter 2).